

**To:** Unterlander, Shelley (MTO)[Shelley.Unterlander@ontario.ca]; Freeman, Ian (MTO)[Ian.Freeman@ontario.ca]  
**Cc:** McKimm, Virginia (MTO)[Virginia.McKimm@ontario.ca]; Mercanti, David (MTO)[David.Mercanti@ontario.ca]; Okada, Marc (MTO)[Marc.Okada@ontario.ca]; Kirchner, Jim (MTO)[Jim.Kirchner@ontario.ca]  
**From:** Doussept, Sean (MTO)[/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=41BE7694E8664427BC05D022EFB782AE-DOUSSEPT, S]  
**Sent:** Sun 2/6/2022 10:24:06 AM (UTC-05:00)  
**Subject:** TC Meeting Summary 9:00 - 9:45 am, 6 February 2022

Good morning Shelley/Ian

As promised yesterday please see below a summary of my conversation with Transport Canada. Please let me know if you have any questions.

- TC was interested in the relationship of convictions pursuant to the HTA and the carrier profile and driver record to provide advice to police on what tools maybe available to them.
- There was significant interest in those offences that would bring the carrier/driver to Ministry's attention most quickly through either CVOR points or demerit points.
- I provided an initial assessment of those offences but cautioned TC that our courts are still in the recovery phase in terms of business operations from the pandemic and that it would take some time before these offences made their way on to either a carrier or driver record.
- CSIO will be providing a summary of possible like offences and the associated CVOR points to TC on Monday.
- TC asked on our approach to program delivery and were advised that the CVOR program would continue to be delivered according to program design and legislative requirements/limitations.
- TC was interested in my opinion on areas of concern for these commercial vehicle operators and I advised them of the following:
  - One area of potential risk is around Hours of Service (HOS). Drivers that spend all day and much of the night protesting should not operate commercial vehicles from a fatigue management perspective.
  - Dangerous Goods Transportation is another area of risk especially for Ottawa where you have fuel being transported, moved to smaller containers and the refueling vehicles taking place on city streets. There are real risks associated with these activities including the risk of fire and environmental contamination from spilled fuel.
- TC was also interested if police roadside could use these charges or would more specialised training be needed as with HOS offences. I advised TC that while the police forces in Ontario have some trained commercial vehicle inspectors the numbers were not large and many of these charges would require a significant understanding of commercial vehicle regulation to even recognise the offence.
- I was advised that TC may reach out again and my contact would be Ibrahima Sow.

I will ensure everyone on this email is included on any future correspondence with TC.

Take care

Sean

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**From:** Freeman, Ian (MTO) <Ian.Freeman@ontario.ca>

**Sent:** February 5, 2022 3:52 PM

**To:** Brosseau, Kevin <Kevin.Brosseau@tc.gc.ca>; McCrorie, Aaron <aaron.mccrorie@tc.gc.ca>

**Cc:** Unterlander, Shelley (MTO) <Shelley.Unterlander@ontario.ca>; Doussept, Sean (MTO) <Sean.Doussept@ontario.ca>; Mercanti, David (MTO) <David.Mercanti@ontario.ca>; Okada, Marc (MTO) <Marc.Okada@ontario.ca>; McKimm, Virginia (MTO) <Virginia.McKimm@ontario.ca>

**Subject:** Re: Heads Up0

It would be Sean Doussept or Dave Mercanti, both copied.

Ian

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**From:** Brosseau, Kevin <[Kevin.Brosseau@tc.gc.ca](mailto:Kevin.Brosseau@tc.gc.ca)>  
**Sent:** Saturday, February 5, 2022 3:27 PM  
**To:** McCrorie, Aaron  
**Cc:** Freeman, Ian (MTO); Unterlander, Shelley (MTO)  
**Subject:** Re: Heads Up0

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Hi Ian and Shelley:

Who in your shop can we connect with to work through what conviction / fine would lead points and loss of license and potentially, insurance. I recognize this is super technical so I'm hoping someone has this information available today. I am happy to connect directly with them.

Thanks ,  
Kevin

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Kevin Brosseau  
Transport Canada / Transports Canada  
343-998-2856

On Feb 5, 2022, at 14:13, McCrorie, Aaron <[aaron.mccrorie@tc.gc.ca](mailto:aaron.mccrorie@tc.gc.ca)> wrote:

Thanks Ian. Again, really helpful.

Shelley – any update / description in terms of your effort would be appreciated. Thanks

Aaron

Aaron J. McCrorie  
(he / him | il / lui)

Associate Assistant Deputy Minister, Safety and Security (AA)  
Transport Canada, Government of Canada  
[aaron.mccrorie@tc.gc.ca](mailto:aaron.mccrorie@tc.gc.ca) | tel.: 613-990-8636 | facs.: 613-990-2947 | TTY : 1-888-675-6863

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**From:** Freeman, Ian (MTO) <[ian.freeman@ontario.ca](mailto:ian.freeman@ontario.ca)>  
**Sent:** Saturday, February 05, 2022 1:35 PM  
**To:** McCrorie, Aaron <[aaron.mccrorie@tc.gc.ca](mailto:aaron.mccrorie@tc.gc.ca)>  
**Cc:** Brosseau, Kevin <[Kevin.Brosseau@tc.gc.ca](mailto:Kevin.Brosseau@tc.gc.ca)>; Unterlander, Shelley (MTO) <[Shelley.Unterlander@ontario.ca](mailto:Shelley.Unterlander@ontario.ca)>  
**Subject:** Re: Heads Up0

Hi Aaron,

It is DM Leblanc for the next week. Her successor has not yet been announced.

As for help with inspections, this is underway. We are supporting the OPP on this. Copying my colleague Shelley Unterlander who is the enforcement ADM.

Regarding new Legislation, we will need to review this and discuss internally before we can comment.

I will give her a heads up but understand your Deputy has already reached out.

Ian

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**From:** McCrorie, Aaron <[aaron.mccrorie@tc.gc.ca](mailto:aaron.mccrorie@tc.gc.ca)>  
**Sent:** Saturday, February 5, 2022 1:23:49 PM  
**To:** Freeman, Ian (MTO) <[ian.freeman@ontario.ca](mailto:ian.freeman@ontario.ca)>  
**Cc:** Brosseau, Kevin <[Kevin.Brosseau@tc.gc.ca](mailto:Kevin.Brosseau@tc.gc.ca)>  
**Subject:** Heads Up0

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Ian,

Many thanks for meeting with us this morning. Just a heads up that our DM may be reaching out to yours directly today to follow up on a couple of items:

- The possibility of MOTI putting in place specific legislation like Nova Scotia (<https://novascotia.ca/coronavirus/docs/direction-of-minister-road-blockade-ban.pdf>) to support Ottawa.
- The possibility of MOTI support for Ottawa by conducting vehicle checks on vehicles coming to the protest (Quebec seems to be doing this).

Your views on these items (in addition to those we discussed) would be appreciated.

Also advice in terms of who our DM should reach out to (understand that there may be a transition at the DM level).

Thanks,

Aaron

Aaron J. McCrorie  
(he / him | il / lui)

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